

1. How can three-point seat belts, specified for 70-kg heavy, 1.77 metre high passengers, restrain 51 million obese US-adults, millions of obese EU-adults, which are 50 % of adults in the EU, millions of obese Canadian and Asian adults as well as 30 million Chinese children and million of obese US-, EU-, Canadian and Asian children? See TIME 07/07/2003 reporting "Obesity goes global"
2. How can two-point seat belts, specified for aeroplanes, restrain obese passengers?
3. How can undampened airbag, capable of only absorbing 20 % of a single longitudinal force, ensure survival chance?

Let the upper part of the body of an obese passenger be a cylinder shape, the rotatory mass greatly depends on the radius r^4 thereof.

If the ratio of radii between the 100-kg heavy female co-driver of AUDI A3 and the slim driver is at least two, her rotatory mass is at least 16 (2^4) times his!!

How can belt retractor sustain such great forces? Either the belt webbing elongate or the clamping device fails to properly block the deflection of seat belt, during which great energy resulting therefrom is absorbed, to a small extent, by a toylike 12-litre head airbag (See Volvo's in Dr. Go's EP 0844939 B1), and, to the full extent, by total deformation of seat backrest, seat rail assemblies, inner cover of door, B-pillar and door itself, which can only be opened by force, and by fracture of her collar bone, which is broken when her right arm is sustaining thereagainst. In contrast, the slim driver suffers bruises on shoulder and breast, along which the shoulder belt portion is retracted.

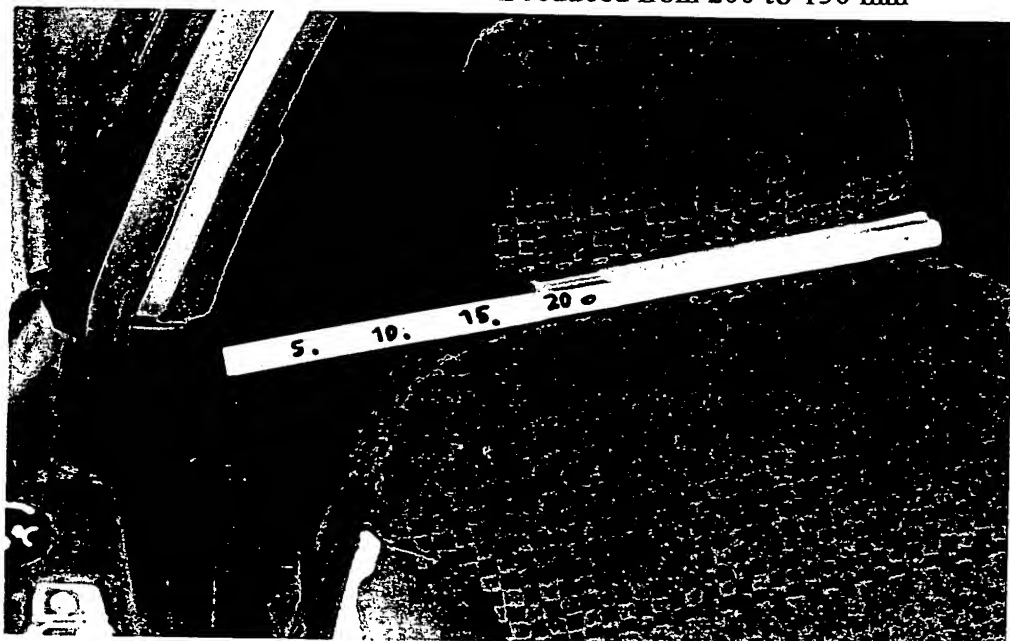
Crash test data of motor-vehicles, aeroplanes, trains etc. are useless as long as all rotatory acceleration dependent forces are neglected, the threshold value of 8000 N is set for male ribs, during which internal organs, female ribs, ribs of old people, arteries, aortas etc. are damaged, and *vibration-dampening factor*, which dampens the oscillations as well as whiplash, is neglected. Similarly, transports systems (cars, aeroplanes etc.) *without shock absorbers* are exposed to *undampened vibrations*!

There is a need to issue guidelines

1. to gradually absorb great energy at threshold value lower than that of, recommandably, internal organs,
2. to properly restrain passengers by means of energy-absorbing, vibration-dampening multi-point seat belts, recommandably, in co-operation with energy-absorbing, vibration-dampening shoulder caps and
3. use a method of low elongation of belt webbings to prevent severe injuries and passenger ejection.

All these obese people are properly restrained by the parts of energy-absorbing, vibration-dampening safety seats which can be easily converted into adult-, child-seats or baby cots. See report "INT-SEAT₁".

Total deformation of inner cover of B-pillar and seat backrest, whose distance to B-pillar is reduced from 200 to 150 mm



HEY, BIG SPENDER

■ Flying on Southwest Airlines just got more expensive for 51 million Americans, as the carrier announced it will require obese passengers on fully booked flights to purchase a second seat. No word yet on whether thin people will get half fare.

TIME 01/07/2002

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HOW MANY CHILDREN WEIGH TOO MUCH?

Percentage who are overweight or obese

37% 20% 10%
U.S. EUROPE CHINA

The U.S. continues to lead the way, with as many as 37% of its children and adolescents carrying around too much fat. But other countries are rapidly catching up. According to statistics presented in May at the European Congress on Obesity in Helsinki, Finland, more than 20% of European youngsters between the ages of 5 and 17 are either overweight or obese.

Today more than 50% of adults in the European Union are classified as overweight or obese. So many children have become heavy that pediatricians are now facing an epidemic of Type 2 diabetes and hypertension—diseases that are closely

Even the traditionally slender French are succumbing to the trend. A recent study by the French National Institute of Medical Research found that the proportion of obese people rose from 9.6% in 2000 to 11.3% in 2003.

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BEIJING BABY FAT: Some 30 million Chinese children are overweight, a number that could double in a decade

Up to 10% of China's 290 million children are believed to be overweight or obese, and that percentage is expected to have doubled a decade from now.



Children around the world are eating more like Americans—and getting dangerously fat as a result

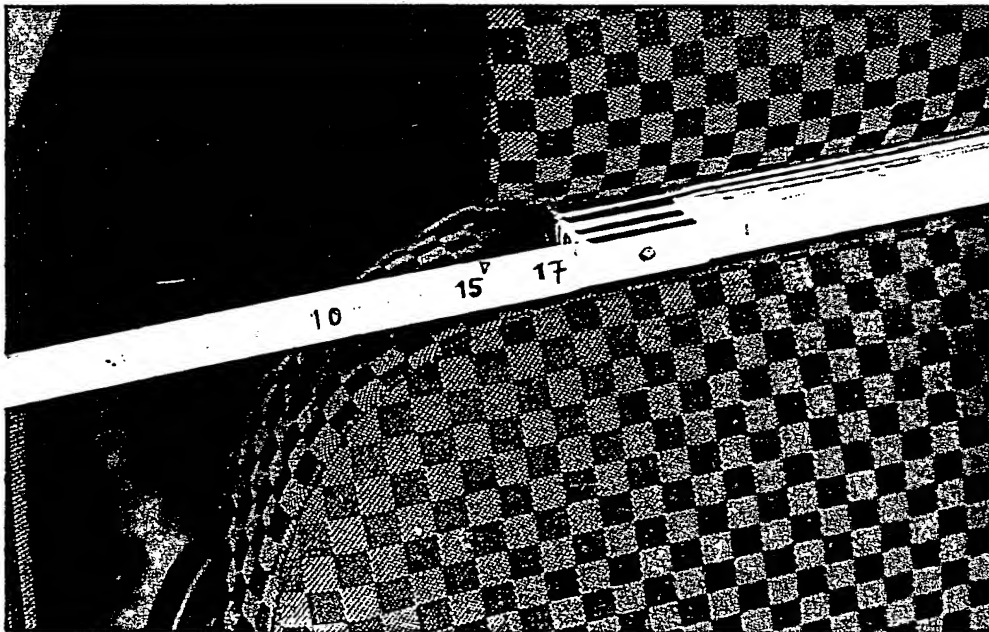
Great yaw-acceleration and worn-out parts of restraint systems result in failure of three-point seat belts, specified for 70-kg heavy, 1.77 metre high passengers, conventional seat-rail assemblies and conventional seats to ensure the restraint of obese people such as millions of Europeans as well as 51 million Americans according to TIME of 07/01/02

A 4-year and 9-month old AUDI A3 on wet lane, when being out of control, crossing over the opposite lane, being crashed at the wheel-housing section by a Ford Fiesta, power plant of which, intruding into the passenger cell, severely injures the female driver, is yaw-accelerated counterclockwise about the vertical axis by about 390° . The pointer of tachometer at 80 km/h documents the crash speed of AUDI A3. The slim driver, being protracted by a belt retractor, suffers lacerations and bruises at his breast. In contrary to him, great energy of the female co-driver, whose weight Police Officer POK Kürtell estimates about 100 kg, is absorbed by a 10 to 12-litre head airbag and by an inner door-cover, her seat backrest, which is laterally deflected to 50 mm, and her collar bone, which is broken when her right arm is sustaining thereagainst. 12-litre head airbag of Volvo cushions the head, decreases the acceleration of chest about 14%, but at the increase of acceleration of pelvis 4%. Head airbags are incapable of absorbing large energy.

On the other hand it should not be ruled out that parts of her restraint system such as clamping shoes and belt webbings are worn out by great longitudinal and rotating acceleration-dependant forces of co-driver during the service-life of almost five years.

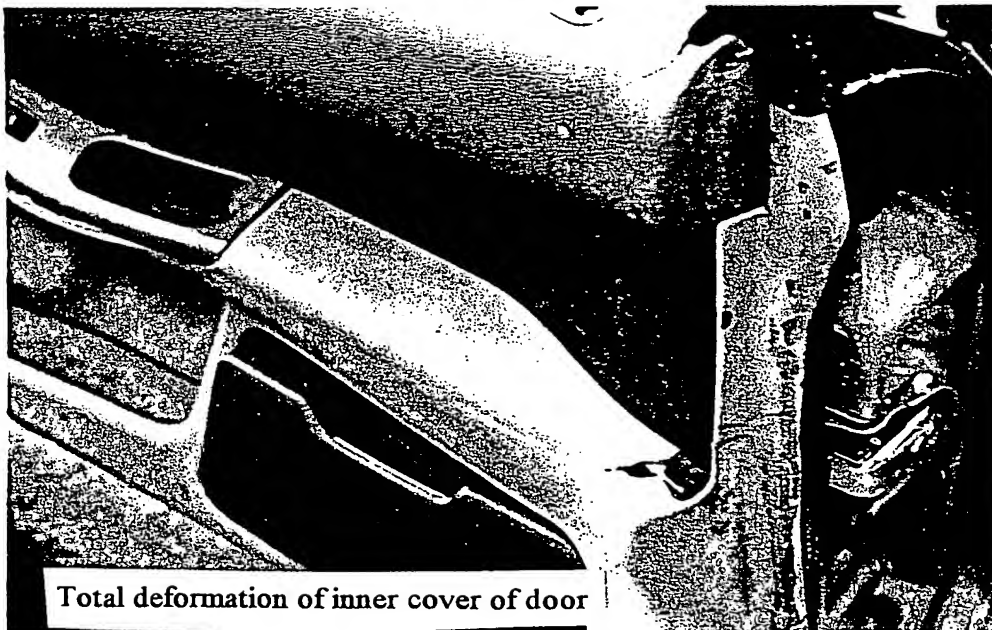
There is no guidelines to replace worn-out parts thereof.

Distance to B-pillar from 200 to 150 mm



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10/10 2000

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Total deformation of inner cover of door



Ford Fiesta and AUDI A3



the wheel-housing of AUDI A3 stained by red colour of Ford Fiesta



toylike head airbag of AUDI A3



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VERKEHRSUNFALLANZEIGE

Dienststelle PP Westhessen Rheingau-Taunus PST Idstein Gerichtsstr. 3 65510 Idstein VNr. 3/02/D-St		An Staatsanwaltschaft 65189 Wiesbaden Ordnungswidrigkeit verfährt am :		Eingangsstempel Tatbestands <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C Protokoll-Aufnahme <input type="checkbox"/> RB Krs Gem 439008 7 12	
Unfallort Zusammenstoß m. and. Fahrzeug, das anfährt, anhält o. l. ruh. Verkehr steht vorausfährt, anhält seitlich in gleiche Richtung fährt entgegenkommt einbiegt oder kreuzt Zusammenstoß zw. Fzg. und Fußgänger Aufprall auf Hindernis auf Fahrbahn Abkommen von der Fahrbahn nach rechts Abkommen von der Fahrbahn nach links Unfall anderer Art		Behördenkennung (Dienststellen-Nr.) 0176 13 18 Anzahl der Beteiligten 02 29 30 31 32 Getötete 01 33 34 Schwer-verletzte 02 35 36 Leicht-verletzte 20000,- Gesamtschaden (volle €) 36A (76) 36B (76) Unfallort (Gemeinde, Ortsteil, Kreis, Straße, Richtungsfahrbahn): 07 Gemarkung Idstein-Eschenhahn Kreis Rheingau-Taunus B 275 Richtung Idstein innerorts = 1 2 Fahrtrichtung 01 aufsteigend = 1 2 absteigend = 2 2 Straßen-Schlüssel 15 23 Haus-Nr. 24 27 außerorts = 2 13		Unfallzeit (h/min) 05.08.02 18 24 25 28 Unfallort (Gemeinde, Ortsteil, Kreis, Straße, Richtungsfahrbahn): 07 Gemarkung Idstein-Eschenhahn Kreis Rheingau-Taunus B 275 Richtung Idstein innerorts = 1 2 Fahrtrichtung 01 aufsteigend = 1 2 absteigend = 2 2 Straßen-Schlüssel 15 23 Haus-Nr. 24 27 außerorts = 2 13	
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Besonderheiten der Unfallstelle Schienengleicher Wegübergang Fußgängerüberweg (Z.293) Fußgängerfurt Haltestelle Arbeitsstelle Verkehrsberuhigter Bereich (Z.325) Lichtzeichenanlage in Betrieb außer Betrieb Geschwindigkeitsbegrenzung (durch Z.274/274.1 angeordnet - km/h) 80 Lichtverhältnisse Tageslicht Dämmerung Dunkelheit Straßenzustand Trocken Nass/Feucht Winterglatt Schlüpfrig (Öl, Dung, Laub usw.) Aufprall auf Hindernis neben der Fahrbahn Baum Mast Widerlager Schutzplanke sonstiges Hindernis kein Aufprall		Unfallhergang: Ordn. Nr. (ggf. Handskizze) 01 Audi A3 02 ROLP-FIG STA 03: 13.11.97 04: 05-09-90 05: 06: WAU 222 8L 2W A 02 4427		ON 01 wurde belehrt. Er machte zum Unfallhergang Angaben. Aufgrund seiner Angaben und den vorhandenen Unfallspuren ereignete sich der VU wie folgt: ON 01 befuhr die B 275 aus Richtung Idstein kommend in Fahrtrichtung Eschenhahn. In einer langgezogenen Linkskurve verlor ON 01 aufgrund nicht angepasster Geschwindigkeit auf regennasser Fahrbahn die Kontrolle über sein Fahrzeug und drehte sich nach links. Hierbei kam er auf die Gegenfahrbahn und prallte mit der rechten vorderen Fahrzeugseite gegen die entgegenkommende ON 02. Dabei wurde die linke Fz.-Front von ON 02 bis in den Fahrgastraum eingedrückt. Durch die Wucht des Aufpralls wurde ON 02 mit dem Fz.-Heck in den angrenzenden Straßengraben gedrückt. ON 01 drehte sich um die eigene Achse und blieb in seiner Fahrtrichtung ca. 18 m weiter auf entgegengesetzter Fahrspur stehen.	
Vorläufig festgestellte Ursachen gemäß Verzeichnis Nr. 01-69 Ordn.-Nr. 01 13 49 58 59 60 61 62 63 64 65 Ordn.-Nr. AA 47 AA 49 70 71 72 73 gemäß Verzeichnis 70-89 74 75 76 77		Ord. Nr. wegen (Tatbestand oder TB-Nr.) verwandt Verw.-Geld € 05.08.2002 Datum (Unterschrift und Amtsbezeichnung d. aufnehmenden Beamten/-in)		Folgeblatt <input type="checkbox"/>	

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